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CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

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COUNTRY Korea

SUBJECT Economic Information: Transportation in North Korea

DATE:

INFO:

DIST. 24 June 1947

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SUPPLEMENT

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1. Passenger Train Schedules

Note: The times for departures and arrivals given below are approximate and are based on observations made during one trip through North Korea.)

<u>From</u>	<u>To</u>	<u>Depart</u>	<u>Arrive</u>	<u>Remarks</u>
Simuiju (Shingishu) (124-24, 40-06)	Pyongyang (Heijo) (125-44, 39-01)	0700	1600	Fare 113 won. Trip usually takes 12-13 hours, but may take up to two days. One train per day. Scheduled time: nine hours.
Pyongyang	Simuiju	1100	2100	One train per day.
Pyongyang	Wonsan (Genzan) (127-26, 39-10)	1500	—	One train per day.
Wonsan	Hamhung (Kanko) (127-32, 39-54)	0800	1700*	Fare 129 won. One train per day leaves Wonsan for the North.
Hamhung	Nanam (Ranan) (129-41, 41-42)	1500	2100*	This is the train originating in Wonsan and running north.
Chongjin (Seishin) (129-49, 41-46)	Pyongyang	1700	1300 (following day)	One train per day.
Chongjin	Wonsan	0900	—	One train per day. (Two trains per day leave Chongjin: one for Pyongyang, one for Wonsan.)

\* Note: The distance between Wonsan and Hamhung is roughly only a third of that between Hamhung and Nanam, yet the time given above for the trip between Wonsan and Hamhung is nine hours and that for the Hamhung-Nanam trip is only six hours.)

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2. The railroad between Simuiju and Pyongyang is double-tracked, but only one track is used. Passenger trains must wait on sidings for passage of trains coming from the opposite direction or for passage of Soviet trains.
  3. The railroad between Pyongyang and Wonsan is double-tracked for a short distance northeast of Pyongyang, single-tracked to Kowon (Kogen) (127-14, 39-26), and double-tracked to Wonsan. (Note: The "short distance of double-tracked road northeast from Pyongyang" probably refers to that part of the main line between Simuiju and Pyongyang which is used on the Pyongyang-Wonsan road. Also, according to Chapter 7 of Janis #75, the road from Kowon to Wonsan is single-tracked as of February 1945.)\*\*
  4. The railroad from Wonsan to Chongjin is double-tracked. (Note: Chapter 7 of Janis #75 shows this railroad as single-tracked as of February 1945.)\*\*
  5. No direct rail connection exists between Vladivostok and North Korea. Rail traffic is routed through eastern Manchuria and then into Siberia. (Note: Chapter 7 of Janis #75 shows a single-tracked railroad leaving the Korean border at Hunyung (Kunju) (130-15, 42-55) for Vladivostok.)\*\*
  6. Delays in traveling are frequent and may last from a few hours to several days. One cause of delay is the inferior grade of coal and oil that the railroads are forced to use. Soviet trains have priority over other trains and it is often necessary to wait for Soviet freight and passenger trains to pass. On 12 February 1947 a delay of over five hours occurred at Yangdok (Yotoku) (126-54, 39-10) when the engine of a Korean passenger train was removed and attached to a Soviet freight train. The Korean stationmaster at Yangdok explained to the passengers that Soviets have priority over Korean passengers and that it was necessary to wait for another engine to arrive.
  7. Passenger trains usually consist of seven or eight cars. The cars are in poor condition, with seats removed and windows broken, and are usually extremely crowded. Engineers on Korean passenger trains are Korean, those on Soviet trains, Soviets. Occasionally a Soviet engineer is seen wearing a Soviet Army overcoat and may be a member of the Soviet Army. Soviet soldiers travel either in special trains or in special cars attached to Korean trains. On the east coast, however, Soviet soldiers sometimes ride in the same cars as Korean passengers.
  8. Public Bus Line Between Simuiju and Uiju (Gishu) (124-32, 40-12)  
Two busses operate between Simuiju and Uiju, both using charcoal as fuel. The busses run every hour on the hour from Simuiju to Uiju between the hours of 0800 and 1600 and between Uiju and Simuiju between the hours of 0900 and 1700. Fare is 38 won. There are seats in each bus for 30 passengers but the busses are usually overcrowded. Breakdowns are frequent and schedules are not maintained. Bus lines also operate between the other large cities of North Korea.
  9. Truck Transport  
Trucks operate between the larger cities of North Korea. These are privately owned but are controlled by the Communications Bureaus of the Peoples Committees. Most of them use carbide as a fuel, the remainder using charcoal.

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